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Bills of health were issued to the following-named vessels:

Date.	Vessel.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.	Pieces of baggage disinfected.
July 6	Imperator	20	1	0	0
9	Bluefields	25	0	3	0

PANAMA.

Reports from Colon—Inspection of vessels—Fumigation of vessels to destroy vermin—Malarial fever on steamship City of Savannah.

Acting Assistant Surgeon Mohr reports, July 10 and 16, as follows: During the week ended July 8, 1905, the following vessels cleared for ports in the United States and were granted bills of health:

Norwegian steamship *Saphir*, for New Orleans, July 1, with 22 crew and no passengers; fumigated.

Norwegian steamship *Avona*, for a port in the United States, via Habana, July 2, with 23 crew and no passengers; fumigated.

British schooner *Blomidon*, for Pascagoula, July 3, with 8 crew and no passengers; fumigated.

British steamship *Asian*, for New Orleans, via Jamaica and Mexican ports, with 51 crew and no passengers.

German steamship *Alleghany*, for New York, via Santa Marta, Colombia, July 4, with 46 crew and 5 passengers in transit.

American steamship *Allianca*, for New York, July 5, with 68 crew and 101 passengers; fumigated for destruction of vermin.

Norwegian steamship *Ellis*, for New Orleans, via Bocas del Toro, July 6, with 32 crew and no passengers; fumigated.

I have previously reported that the steamship *Allianca* was fumigated for the purpose of destroying the rats aboard. The steamships of the Panama Railroad Steamship Line are all infested with rats, many of which, it may be inferred, have come on board at Colon, and every attempt will be made here to rid these ships of this vermin. As soon as the cargo is out all the compartments of the ship, with the exception of the saloons, are simultaneously fumigated. Six hours is the usual time of exposure allowed, and about 700 pounds of sulphur are used in the work. On such fruit vessels as come here for the first time many rats are killed with 2 per cent sulphur dioxide, with two hours' exposure.

All cargoes from suspicious or infected ports on the Pacific coast of South America are held up by the quarantine officer at Panama and not allowed to be discharged at that port.

Malarial fever on steamship City of Savannah.

Week ended July 15, 1905:

Norwegian steamship *John Wilson* for New Orleans, via Bocas del Toro, July 9, with 19 crew and no passengers.

British steamship *Orion* for New Orleans, via Mexican ports, July 10, with 35 crew and no passengers.

Spanish steamship *Manuel Calvo* for Ponce, via South American ports, July 12, with 119 crew and 44 passengers.

American steamship *City of Savannah* for New York, July 12, with 108 crew and 79 passengers.

Norwegian steamship *Colombia* for New Orleans, via Bocas del Toro, July 14, with 18 crew and no passengers.

British steamship *Myrtledene* for a port in the United States, via Santiago, July 15, with 25 crew and no passengers.

British steamship *Texan* for New Orleans, via Jamaica and Mexican ports, July 15, with 44 crew and 4 passengers in transit.

One passenger and 1 member of the crew were removed from the steamship *City of Savannah* and sent to the hospital on account of high temperature, both of which on examination proved to be malarial fever.

The steamships *John Wilson*, *Colombia*, and *Myrtledene* were fumigated in open harbor just before sailing. The *City of Savannah* was fumigated in her empty holds at the dock for the purpose of killing rats. Only one dead rat was found after the fumigation, but this ship had only recently been put in commission, having been laid up in New York Harbor for several months.

Quarantine enforced at La Boca on account of plague case—One plague-infected rat found—Yellow-fever in Colon.

JULY 11, 1905.

The quarantine at La Boca wharf and settlement is still being rigidly enforced, and will be kept up until fourteen days have elapsed from the completion of the disinfection of the entire settlement. No other cases of plague have developed since the one case which resulted fatally on the 23d ultimo. The work of exterminating rats both at La Boca and Panama is being energetically carried forward. Although but one plague-infected rat was found among those examined in the laboratory, I have been reliably informed that several dead rats were found on the wharf at the time that the case of plague was discovered.

Ships from the South Pacific now discharge their cargoes in lighters in the bay of Panama, and all cargo is rigidly inspected before being allowed to proceed in transit over the Isthmus.

I have not learned in what manner, nor from what source, the case in La Boca originated. The report of the chief quarantine officer has not yet been published.

There having been no cases of yellow fever reported in Panama for nearly a fortnight, a general feeling of security prevails.

In Colon, since the 2d instant, there have been reported 5 new cases, one of which was fatal. One of these cases was an employee in the Colon Hospital, but the infection was probably contracted in some portion of the town other than the hospital itself. The other cases coming from different sections of the town, show that the infection is still disseminated over a considerable area.

Report from Bocas del Toro, fruit port.

Acting Assistant Surgeon Osterhout reports as follows: Week ended July 7, 1905. Present officially estimated population not obtainable; 5 deaths; prevailing disease, malarial fever; general sanitary condition of this port and the surrounding country during the week, good.